

EXTRACT FROM NANTES REPORT NO.1118, DATED 28/2/20, ON THE
S/S "NATENNA".

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Damage stated to have been caused by heavy weather between the 31st January & the 2nd February, 1920 while on the voyage from Swansea to Casablanca-

Vessel examined afloat - loaded with coal - internally and externally.

Note:- the ship put into Brest leaking & unable to keep the water under. Upon arrival the draft is stated to have been 25'-0" forward & 23'-9" = 24'-4½" mean - soundings in the hold 4'-4" forward & 4'-0" aft = 4'-2" mean. She is stated to have left Swansea, draft 24'-6" forward, 24'-9" aft = 24'-7½" mean; hold soundings 2'-0" forward, 1'-1" aft = 1'-6½" M.-

Upon examination it was found that:-

- (1) The bilge suction pipe lines on each side of No.1 & No.3 holds were choked.
- (2) A leak was visible in the well at the after end of the engine room, between the heels of both frame timbers of the after peak bulkhead & the centre keelson.
- (3) That the water in the fore peak tank was still fresh.
- (4) The bilge chain for clearing limber-holes on each side of ship from fore peak bulkhead to stokehold were working freely.
- (5) The waterway seams of the exposed parts of the main deck were spueing their oakum.
- (6) Some deck seams in the centre between the after end of the after hatchway and the poop front bulkhead were somewhat started, also a number of butts slightly opened on each side of deck.
- (7) Several scarfs of the thick waterway on each side were slightly started.

Recommendations were made as per Special Damage Report, of which a copy is forwarded herewith, as a temporary measure, in order to avoid discharging the cargo at Brest and to permit the vessel to continue her voyage to Moroccan ports, whence she might proceed in ballast to a port of repair for further examination in dry-dock.

Temporary Repairs now done:-

- (1) The additional bunker coal in the deep tank removed and placed in the after bunkers, & the remainder placed on the after end of the deck. A 4" sluice valve fitted on P. & S. sides of the fore and the after bulkheads of the deep tank to permit the water in the holds to drain into the tank and be pumped there from by the two existing 3½" suction.

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W. S/S "NATENNA".

These sluice-valves worked by rods carried up to the height of the lower deck, the after ones to the manhole of the tank-cover, and the fore ones on the bulkhead, to reach which a plank gangway was fitted from the tank ladder to the head of the rods.

(2) The leak into the after well was stopped as far as possible by wedging, a coffer-dam of timber was built over the well so as to confine the water to that compartment, the three suction were removed from the well & placed in the space next before it. The coffer-dam was solidly constructed & caulked, attached to the frame timbers but not to the skin planking, against which it was made watertight by felt.

(3) A strong eyebolt was driven into the port & the starb. frame timber of the after peak bulkhead, with a neck plate secured by 4 coach-screws a little above the level of the centre keelson; the two eyebolts were joined by a chain fitted with a tightening screw in order to draw the two sides together & to counteract the effects of the wedging.

(4) The caulking of the waterway and the deck seams & butts were overhauled and made good.

(5) Both peak tanks were pumped out to permit of internal examination and afterwards refitted.

Upon subsequent visits it was found by sounding that the water, by means of the ship's pumps only, was reduced in the holds to normal conditions, say a mean of 8 inches, the better trim of the vessel by the stern allowing the water to run freely through the limber-holes to the pumps, the draft of the ship being then 21'-10" forward & 25'-7" aft = 23'-8½" mean, and all coal being out of the deep tank and stowed aft.

The vessel was tried in the roadstead with her engines running ahead and astern.

Interim certificate issued in triplicate, Copy forwarded herewith.

(Signed) G. DEMAREST. &

DAVID NICHOLAS.



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